ವಿಷಯ:- ಬೆಂಗಳೂರು ನಗರದಲ್ಲಿ ಶಾಲಾ ಕಾಲೇಜು ವಿದ್ಯಾರ್ಥಿನಿಯರಿಗೆ ಬಸ್ ಪಾಸ್ ನೀಡುವ ಕುರಿತು.

1151 (1653) ಶ್ರೀ ರಾಮಲಿಂಗಾರೆಡ್ಡಿ (ಜಯನಗರ):- ಮಾನ್ಯ ಸಾರಿಗೆ ಸಚಿವರು ಈ ಕೆಳಕಂಡ ಪ್ರಶ್ನೆಗಳಿಗೆ ದಯವಿಟ್ಟು ಉತ್ತರಿಸುವರೇ?

ಅ) ಬೆಂಗಳೂರು ನಗರದಲ್ಲಿ ಜೂನ್ 1996ರಿಂದ ಇಲ್ಲಿಯವರೆಗೆ ಎಷ್ಟು ಶಾಲಾ–ಕಾಲೇಜು ವಿದ್ಯಾರ್ಥಿನಿಯರಿಗೆ ಬಸ್ ಪಾಸ್ ನೀಡಲಾಗಿದೆ?

ಆ) ಪ್ರತಿಯೊಂದು ಬಡಾವಣೆಗಳಿಂದ ಶಾಲಾ–ಕಾಲೇಜು ವೇಳೆಯಲ್ಲಿ (ಬೆಳಿಗ್ಗೆ ಹಾಗೂ ಸಂಜೆ) ಶಾಲಾ–ಕಾಲೇಜು ವಿದ್ಯಾರ್ಥಿನಿಯರಿಗೆ ಪ್ರತ್ಯೇಕ ಬಸ್‌ಗಳನ್ನು ಓಡಿಸಲು ಸರ್ಕಾರದವರು ಕ್ರಮ ಕೈಗೊಳ್ಳುವರೇ?

ಶ್ರೀ ಪಿ.ಜಿ.ಆರ್. ಸಿಂಧ್ಯ (ಸಾರಿಗೆ ಸಚಿವರು):-

ಅ) ಬೆಂಗಳೂರಿನಲ್ಲಿ ಜೂನ್ 1996ರಿಂದ 24-07-1996ವರೆಗೆ 39712 ಬಾಲಕಿಯರಿಗೆ ಬಸ್‌ಪಾಸ್ ನೀಡಲಾಗಿದೆ.

ಆ) ಎಲ್ಲಾ ಬಡವಣೆಗಳಿಂದ ಹೆಚ್ಚಿನ ಸಾರ್ವಜನಿಕರ ಮತ್ತು ವಿದ್ಯಾರ್ಥಿ ಸಮೂದಾಯದ ಅನುಕೂಲಕೋಸ್ಕರವಾಗಿ ನಗರದ ಎಲ್ಲಾ ಬಡಾವಣೆಗಳಿಂದ ಬೆಳಿಗ್ಗೆ ಮತ್ತು ಸಂಜೆ ಬಸ್ಸುಗಳನ್ನು ಓಡಿಸಲಾಗುತ್ತಿದೆ. ಆದರೆ ವಿದ್ಯಾರ್ಥಿನಿಯರಿಗಾಗಿ ಪ್ರತ್ಯೇಕ ಬಸ್ಸುಗಳನ್ನು ಓಡಿಸುತ್ತಿಲ್ಲ.

ವಿಷಯ:- ಕೆ.ಎಸ್.ಆರ್.ಟಿ.ಸಿ.ಯ ಸುಧಾರಣೆಗೆ ಸಿಂಧ್ಯಾ ಸಮಿತಿಯ ಸಲಹೆಗಳು

1152(1789) ಶ್ರೀ. ಎ.ಟಿ. ರಾಮಸ್ವಾಮಿ (ಆರಕಲಗೂಡು):- ಮಾನ್ಯ ಸಾರಿಗೆ ಸಚಿವರು ಈ ಕೆಳಕಂಡ ಪ್ರಶ್ನೆಗಳಿಗೆ ಉತ್ತರಿಸುವರೇ?

ಅ) ಕರ್ನಾಟಕ ರಾಜ್ಯ ರಸ್ತೆ ಸಾರಿಗೆ ಸಂಸ್ಥೆಯ ಸುಧಾರಣೆಗೆ ಸಿಂಧ್ಯಾ ಸಮಿತಿಯು ಮಾಡಿರುವ ಶಿಫಾರಸ್ಸುಗಳೇನು?

ಆ) ಸದರಿ ಶಿಫಾರಸ್ಸುಗಳನ್ನು ಅನುಷ್ಠಾನಕ್ಕೆ ತರಲು ಸರ್ಕಾರದವರು ಕೈಗೊಂಡಿರುವ ಕ್ರಮಗಳೇನು?

ಶ್ರೀ ಪಿ.ಜಿ.ಆರ್. ಸಿಂಧ್ಯಾ (ಸಾರಿಗೆ ಸಚಿವರು):-

ಅ) ಕರ್ನಾಟಕ ರಾಜ್ಯ ರಸ್ತೆ ಸಾರಿಗೆ ಸಂಸ್ಥೆಯ ಸುಧಾರಣೆಗೆ ಸಿಂಧ್ಯಾ ಸಮಿತಿಯು ಒಟ್ಟು 32 ಶಿಫಾರಸ್ಸುಗಳನ್ನು ಮಾಡಿದ್ದು ಅದನ್ನು ಅನುಬಂಧ–ಅ ನಲ್ಲಿ ಇರಿಸಲಾಗಿದೆ.

ಆ) ಸರ್ಕಾರದ ಪರಿಶೀಲನೆಯಲ್ಲಿದೆ.

ANNEXURE-'A'

Reply to the Unstarred L.A. Question No. 1789 tabled by Sri A.T. Ramaswamy

1) The Committee recommends abolition of the post of Regional Managers who are not accountable to the corporate office on profit or loss of their regions and whose duties are only supervisory and advisory.

2) The Depot Manager is the most important person and the depot is the nerve centre of all operations and is the backbone of the corporation. The depots should be headed by the Depot Manager of sufficient seniority and should be delegated with adequate powers. At present either fresh graduates with short term training or Assistant Mechanical Engineers are posted as Depot Manager. The committee recommends that the depot manager should be of the rank of a Divisional Mechanical Engineer and should be assisted by an Assistant Traffic Manager on the traffic side and Assistant Mechanical Engineer on the mechanical side and the depots should be strengthened.

3) The committee recommends that there is scope for improvement in physical performance in areas like fleet utilisation, vehicle product- ivity and fuel efficiency. In financial performance the committee recommends that the staff cost should be reduced, K.M.P.L. performance should be improved, expenditure on tyres and tubes should be reduced.

4) The committee recommends that the depreciation level which is low at present requires to be raised.

5) The committee recommends that taxes levied on passenger vehicles owned by the corporation under Karnataka Motor Vehicles Taxation Act 57 should be on par with the rates of tax levied on similar vehicles owned by private operators and the tax levied in respect of vehicles owned by the corporation and used exclusively in cities and towns and on routes of length less than 100 kilometers should be at a lower rate than levied on vehicles used on other routes.

6) The losses incurred by the K.S.R.T.C. because of the concessional travel facilities extended to students and other

categories of commuters should be reimbursed in full by the government. However the subsidy granted should not undermine the motivation of the employees to be efficient and the management should also reply on their management skills to improve the efficiency and reduction in losses.

7) The committee recommends that clandestine and parallel operations on the nationalised routes should be put down with a strong hand by the government and the various provision provided under the Motor Vehicles Act 1988 and rules made thereunder to curb such operations should be rigidly enforced.

8) The committee recommends that there should be effective check on pilferage by conductors. The existing system of checking is neither producing adequate results nor assertive control through meaningful management information system for this purpose obtained. A different approach through constant and effective check on one hand and a corrective education through training in skills and attitudes on the other hand are needed to cope up with this constraints.

9) The committee recommends bifurcation of K.S.R.T.C. by making B.T.S. as its subsidiary corporation and by establishing two more subsidiary corporations 1) at Hubli and 2) at Gulbarga under Section 17-A of the Road Corporation Act, 1950. Question of making these subsidiary corporations into independent corporation under section 3 of the said act can be examined after the proposed subsidiary corporations become commercially viable.

10)The committee recommends that the policy of nationalisation must continue, However if further nationalisation is not possible the committee recommends that the KSRTC can consolidate pace of nationalisation already achieved than to proliferate further since this will help to optimise the existing resources. The committee is against any de-nationalisation.

11)The committee recommends for capital contribution into equity and also recommends to the government to consider a one time allocation of funds also to the corporation to replace over-aged fleet and to consider establishment of an apex financing body

like Transport Development Finance Corpora- tion to support long time funding objectives of the corporation.

12)The committee recommends immediate constitution of a fare fixation body or a tariff committee with a retired High Court Judge or an expert in the transport field as Chairman with Transport Managers and Transport Economists as members and representative of the commuters or passengers which can work out an escalation formula for rising fares to cover increase of prices like diesel, tyres and rise in cost of living index so as to provide a rational basis for fare increases.

13)The committee recommends for augmentation of the fleet of B.T.S. to meet the needs of the public of Bangalore and improvement in the quality of service.

14)The committee recommends need for widening of routes construction of grade seperators and fly-overs in Bangalore city. The committee also recommends construction of well illuminated pedestrain subways.

15)To dissuade use of cars and two wheelers and to reduce congestion on city routes and improve free movement of buses the committee recommends not only comfort linked passenger services but also creation of car free zones or two wheeler free zones on artificial roads in central business districts and to overcome urban transport crisis methods like road pricing, area licencing and land use control should be considered. Ceiling limit should be imposed on the grant of autorichshaw cab permits for operation in Bangalore City.

16) Routes and stages should be rationalised.

17) Divisional Advisory Committees should be revived for citizens participation in planning and operation of services.

18) The committee recommends for improvements in passenger information system like time tables, fare changes, fare tables, operational changes etc. to help the passengers and to improve marketing.

19) The committee recommends introduction of parcel services in K.S.R.T.C. to augment revenue.

20) The committee recommends improvement of labour relations and inclusion of labour representatives in the board.

21) The committee recommends constitution of one central recruitment board on the lines of banking services recruitment board which should undertake recruitment for various cadres for the parent corporation and the subsidiary corporation.

22) The committee recommends that merit should be the criteria for appointment and promotions subject to reservation policies of the Government of Karnataka.

23) The committee recommends that selection of drivers conductors and mechanics should be on results of qualifying examinations subject to physical fitness.

24) Selection of supervisory staff and managerial staff should be both by direct recruitment and promotion. Recruitment for managerial cadre should be based on a competitive examination.

25) The committee recommends for organising systematic and obje- ctive training not only at induction stage but also in service training and to utilise the services of C.R.T I. in this behalf to the maximum extent.

26) Management trainees should undergo a foundation course immediately after selection and further they should be imparted on the job training in various departments.

27) The supervisory staff should be deputed for training programme organised by vehicle manufactures and the Managers should be deputed to training courses at specialised institutions at regular intervals.

28) Full fledged training centres should be established for workers.

29) Refresher courses should be organized for drivers to improve their driving skills and abilities with emphasis on defensive driving and prevention of accidents.

30) Confidential reports or Service Records of the employees should be maintained properly and a committee of experts from K.S.R.T.C. and outside should be constituted to review the service records.

31) The committee recommends to take stringent action against the incompetent and inefficient employees of the corporation.

32) Action should be taken by the corporation to enforce discipline and to protect the interest of the organization.

ವಿಷಯ:- ರಸಗೊಬ್ಬರಗಳ ಅಸಮರ್ಪಕ ವಿತರಣೆ.

1155 (2137) ಶ್ರೀ ಜಿ.ವಿ. ಶ್ರೀರಾಮರೆಡ್ಡಿ (ಬಾಗೇಪಲ್ಲಿ):- ಮಾನ್ಯ ಕೃಷಿ ಸಚಿವರು ಈ ಕೆಳಕಂಡ ಪ್ರಶ್ನೆಗಳಿಗೆ ಉತ್ತರಿಸುವರೇ?

ಅ) ಸಬ್ಸಿಡಿಯಾದಂತಹ ಹೊಸ ದರದ ರಸಗೊಬ್ಬರವು ರೈತರಿಗೆ ಸಮರ್ಪಕವಾಗಿ ವಿತರಣೆಯಾಗಿದೆಯೇ? ವಿತರಣೆಯಾಗದಿರಲು ಕಾರಣಗಳೇನು?

ಆ) ಗಡಿ ಪ್ರದೇಶದ ರಸಗೊಬ್ಬರ ಸಗಟು ಮಾರಾಟಗಾರರು ಮತ್ತು ಅಧಿಕಾರಿಗಳು ಶಾಮೀಲಾಗಿ ಹೊರ ರಾಜ್ಯಗಳಿಗೆ ಸಬ್ಸಿಡಿ ದರದ ರಸಗೊಬ್ಬರವನ್ನು ಮಾರಾಟ ಮಾಡುತ್ತಿರುವುದು ಸರ್ಕಾರದವರ ಗಮನಕ್ಕೆ ಬಂದಿದೆಯೇ?

ಇ) ಹಾಗಿದ್ದಲ್ಲಿ ಸರ್ಕಾರದವರು ಕೈಗೊಳ್ಳಲಿರುವ ಕ್ರಮಗಳೇನು?

ಶ್ರೀ ಸಿ. ಬೈರೇಗೌಡ (ಕೃಷಿ ಸಚಿವರು):-

ಅ) ಹೊಸ ಸಬ್ಸಿಡಿ ಬೆಲೆಯಲ್ಲಿ ರಸಗೊಬ್ಬರಗಳನ್ನು ರೈತರಿಗೆ ಸಮರ್ಪಕವಾಗಿ ವಿತರಣೆ ಮಾಡಲಾಗುತ್ತಿದೆ.

ಆ) ಇಂತಹ ಘಟನೆಗಳು ಸರ್ಕಾರದ ಗಮನಕ್ಕೆ ಬಂದಿರುವುದಿಲ್ಲ.

ಇ) ಉದ್ಭವಿಸುವುದಿಲ್ಲ.

ವಿಷಯ:- ದಕ್ಷಿಣ ಕನ್ನಡ ಜಿಲ್ಲೆಯ ಕೃಷಿ ಮಾರುಕಟ್ಟೆ ಸಮಿತಿಯಿಂದ ರಸ್ತೆ ನಿರ್ಮಾಣ ಕಾರ್ಯ.

1157 (2147) ಶ್ರೀ ಯು.ಆರ್. ಸಭಾಪತಿ (ಉಡುಪಿ):- ಮಾನ್ಯ ಕೃಷಿ ಮಾರುಕಟ್ಟೆ ರಾಜ್ಯ ಸಚಿವರು ಈ ಕೆಳಕಂಡ ಪ್ರಶ್ನೆಗಳಿಗೆ ಉತ್ತರಿಸುವರೇ?

ಅ) ದಕ್ಷಿಣ ಕನ್ನಡ ಜಿಲ್ಲೆಯಲ್ಲಿ ರಾಜ್ಯ ಕೃಷಿ ಉತ್ಪನ್ನ ಮಾರುಕಟ್ಟೆ ಸಮಿತಿಗಳ ವತಿಯಿಂದ 1996 ಜನವರಿಯಿಂದ 1996 ಮಾರ್ಚ್ 31ರ ಅವಧಿಯಲ್ಲಿ ಎಲ್ಲಾ ವಿಧಾನ ಸಭಾ ಕ್ಷೇತ್ರಗಳಲ್ಲಿ ರೂ. 15.00 ಲಕ್ಷ ವೆಚ್ಚದಲ್ಲಿ ರಸ್ತೆಯ ನಿರ್ಮಾಣ ಕಾರ್ಯವನ್ನು ತೆಗೆದುಕೊಳ್ಳಲಾಗಿದೆಯೇ? ಆ ರಸ್ತೆಗಳು ಯಾವುವು? ನಿರ್ಮಾಣ ಕಾರ್ಯ ಆರಂಭಿಸದೇ ಇದ್ದಲ್ಲಿ ಅದಕ್ಕೆ ಕಾರಣಗಳೇನು? (ವಿವರ ನೀಡುವುದು)